THEWAR'S LESSONS

Expert Criticism by Admiral of the German Navy.

SHELLS FAIL TO EXPLODE

Rear Admiari Pluddemann Compli ments the American Gunery, but Claims that in the Battle with Cervera's Fleet less than one hit per gun was Made-Our Bombardments of no Value as Indicating Strength of Armor-clads and Forts

WASHINGTON, D. C. Jan. 2-A vers remarkable criticism of the main fea tures of the war with Spain is that ligence in the shape of a pamphlet containing the comments of Rear Admiral Pluddemann, of the German navy, This article was originally published in a technical German paper over the signature of the author. In one respect at least this criticism, coming from a foreigner whose absolute neutrality cannot be questioned, is worthy of attention, namely, in the extremely scientific analysis he has made of the many small details that go to make up defeat or vic-

tory in a battle.

His object was to show how the war had affected preconceived notions of never the war had affected preconceived notions of the state of the war. Will lead to no radical revolution of the present ideas, though it has enriched former experiences. Still it might lead to reroneous conclusions, as many good devices did not have a change to be tested, the weakness of the adversary, making them superfluous and others not good did not have bad results because they were counter-balanced by the defects and mistakes on the part of the enemy or by other favorable circumstances.

the part of the enemy or by other favorable circumstances.

The admiral discusses the naval operations under five heads—the moral qualities of the personnel, the construction and equipment of the ships, the artillery, the torpedo, the ram, and speed. The torpedo and the ram, were not tried in the last war, because the ships never approached close enough, and he questions, whether the two boats sunk by the Olympia at Cavite were really torpedo-boats. Artillery and speed have proved to be much more essential factors in warfare. The superiority of the Americans was very good, while that of the Spaniards was exceedingly had.

The admiral shows that this was fortunate for the Americans because so few of their shells exploded that it was only because of the large number of hits made that such success was obtained. The failure of the shells discovered at San Juan was most noticeable at Cavite. At this point the admiral includes a table showins in detail the exact damage indicated on the ships sunk by Dewey; information that has never before reached the navy department in such complete shape. He shows that the first two shois fired by the Olympia were found unexploded. He shows that the first two shois fired by the Olympia were found unexploded. He shows that the first two shois fired by the Olympia were found unexploded. He shows that the first two shois fired by the olympia were found unexploded. He shows that the first two shois fired by the olympia were found unexploded. He shows that the first two shois fired by the olympia were found unexploded. He shows that the first two shois fired by the olympia were found unexploded. He shows that the fargest, made but one hundred and six-ty-three thire. This is not outle one hit was reported for the eight thirteen-inch must in the American feet and only two for the six twelve-inch guns. Attention is called to the explosion of an eight-light shell in the forward turret of the Quiendo. This killed the whole crey, and it is said would not have occurred if the twreet had had no roof. In no case has an armore belt been pierced. The greatest destruction was wrough by the six-pounders.

The admiral thinks that we may be a little over hasty in doing away with the one-pour ders on their failure to achieve results in the battle of Santingo, since they were constructed primarily against toppedo-backs and for use at short distances. The article states that the American material has demonstrated not only its efficacy, but alse its durability, as only four guns were in need of require at the end of the war, in all of which projectiles had burst in the bore. This fact, taken in connection with other firequent failures of fuses, says the adm tunate for the Americans because so few of their shells exploded that it was

which projecties had burst in the bore. This fact, taken in connection with other frequent failures of fuses, says the admiral, shows that the construction of the fuse in America is still far from perfect.

A strong point is made of the danger of wooden decks with pitch in the seams, while the danger in the case of seams, while the danger in the case of the Spanish ships was further increased by the fact that the plants did not even rest on an iron deck. On the other hand, the Americans had taken every precaution to remove combustibles, both in the construction of the ships and afterward before going into action. It is declared that after the Spanish experience in the loss of all their fire extinguishing plant by American projectiles, the old-fashioned fire holder and tube filled with water are shown to be still filled with water are shown to be still

Indispensable.

The admiral alludes to the thick powder smoke which almost smothered the Americana and blinded them, and makes the surprising statement that smokeless powder would probably have had still more troublesome effects. Though he does not explain this vermark, he probably refers to the fumes of the smokeless powder, which are supposed to be asphyxiating.

He says that the Stanish might have

supposed to be asphyxiating.

He says that the Spanish might have averted the whole end catastrophe of Santiago by preserving and taking advantage of their areater speed, and he points out the great disadvantage the Americans were under in this respect. He adds, however, that it is doubtful whether the Spanish ships ever actually possessed the speed officially claimed for them. The war confirmed the value of an efficient engineer pergonnel, and of an efficient engineer personnel, and it is said that the navy should neither it is said that the may should neither spare trouble nor expense in securing it. Reference is made to the voyage across the Pacific of the monitors Monadnock and the Monterey. It is said these were quite remarkable as far as sea efficiency is concerned, but when it comes to war efficiency, they had better not be relied upon. On this point Captain Mahan is quoted to the effect that for harbor defense even land fortifications are better than monitors, while at sea and in bombardment they are too unstable for good gun practice.

The admiral says that the war did not disclose what the results might be of a serious battle between armor clads and coast forts. He says the Americans in these instances have never gone close enough to make it possible to note decisive results on either side. They should not be blamed for this. If they could obtain their object without taking greater risk it would be a mistake to take such risks, and they certainly did attain their object. The great injuries, however, which the Americans claim to have inflicted at different times have subsequently proved to be exaggerations and delusions. The Americans had better guns than the Spaniards, and when the latter found that they could not reach the American ships they stopped firms, whereupon it was thought they had allowed the batteries. After all the bombardments of Santingo there was but admiral says that the war did



many instances the most serious forms of Bright's disease. If the disease is com-plicated send a four-ounce visi of urine. We will analyze it and advise you free what to do.

one gun dismounted in each of the two batteries. It is, therefore, demonstra-ted that the ships were unable to serlously injure land fortifications at great

The employment of torpedo-boats for The employment of torpedo-hoats for bombardments, as at Cardenas, is con-demned, and the so-called dynamite cruiser is pronounced to be a failure, even in the estimation of the Ameri-cians. This is also the case of the ram Kataidin.

It is said that the obstruction of harbors by mines and vessels did not come into play. At Manlia the Spanish failed to close the Pasig river by sunken ves-sels, as they tried, and the two mines sels, as they tried, and the two mines that blew up in front of the Olympia at the beginning of the battle of Cavite, were not intended as a regular obstruction of the channel, but were part of a small mine field. They were fired prematurely. The mines in Guantanamo bny might have caused serious damage, but their tuses were gravely defective. The Santiago mines were in better condition. One row was of doubtful value, but the second row of electric mines might easily have destroyed one or more ships if the entrance had been forced.

Treating of blockades, the admiral says the Americans made no systematic effort to destroy Spanish merchantmen, and those they did capture ran into their hands. A number of neutral vesONCE IN TWENTY YEARS

ensations of a Man of Habit When he Neglected Duties for a Night.

Chicago Tribune: In all the twenty years of his married life, Mr. Greenup had never forgotten to look after the valuable portable property of the family before retiring to rest at night. It was his invariable custom to lock up the fewelry, gold and silverware, and other tempting articles of like nature, in a cunningly devised invention of his own, let into the wall of the dining room so skilfully that the most experienced burglar would never suspect its

Then, having concealed in a somewhat similar way whatever money he happened to have about him Mr. Green-up's unvarying habit was to examine the fastenings of the doors and windows, to place a sheet of zinc or tin under the rug at the foot of the stairway leading up to the sleeping apart-ments-the mission of this sheet of meta! being to emit a loud noise when sterped on-after which he always went

For the proper understanding of this narrative, it is necessary to emphasize the fact that these precautions had

narrailye, it is necessary to emphasise the fact that these precautions had never ben omitted, no matter how late the hour. To observe them had become second nature with Mr. Greenup.

Gen night last week, however, when on the point of making his usual rounds he was disturbed by the loud ringing of the door bell.

On going in person to answer it he found a boy with a telegram. The telegram was to the effect that an elderly aunt of his wife's was on her way to visit the family, and would be at the station at 6 o'clock in the morning. Would he please meet her there?

To comply with this request it would be necessary for him to set the alarm clock for 5 a. m.

"No, boy, there's no answer."

He closed and locked the door, and with the telegram in his hand, went upstairs to reassure his uneasy wife and to set the alarm clock. Then he undressed and went to bed. Five minutes later, when on the point of failing to sleep, he remembered with a sensa-



A NEW KING OF FINANCE.
Stewart M., Son of the Late Calvin S. Brice, Will Manage the Enormous

Fortune and Vast Railroad Interests Left By His Father.

It's a rather difficult problem to guess, who will be the millionaires of twenty or thirty years hence, for millions are uncertain things, and the men who own them are still more uncertain, but some of the sons of great men of to-day are sure to figure conspicuously in the future affairs of Wall street watching the stocks, as they interuate, and doubling the millions handed down to them.

were captured, but released, for | tion like a sudden joit that he had for-

sels were captured, but released, for the American government, in adjudicating their cases showed a diberality which was quite unheard of in former naval wars, and which probably had a political background. As the United States, as well as Spain, erfrained from privateering, although they are the very countries which reserved that right at the time of the Paris declaration, the admiral says it may be assumed that privateering is definitely at an end.

He describes at some length the landing of the Americans at Dalquiri, which, he says, was the largest effected since the Crimean war. He says that a great deal was overlooked or incomplete, but the most beautiful weather. The Americans inal good luck, as they always did. He declares that the Spanish, by falling to obstruct the landing, showed that they have no appreciation of military situations, for they need not have paid much attention to the Cubans. The admiral says "the Spanish ought to have known that now that the Americans have arrived the Cubans would avoid danger more than before."

Ese criticises severely what he describes as the lack of management generally in the landing, and Sampson made arrangements only as far as his warships and boats were concerned. The officers of the transport steamers behaved very badly, and the admiral quotes an American reporter calling them insolent, unt-american, mutinous cowards, Under such circumstances it was not strange that the men suffered for rations.

and examine the doors and windows.

"First time in twenty years!" he said to himself, as he prepared to get up again.
Then he lay back and reflected:

up again.
Then he lay back and reflected:
"Twenty years! And in all that time there has never been any attempt to break into this house. I have spentlet me see—at least ten uninites every might looking things up. Twenty times 356—that's easy—is 7,390. Then times that figure is 75,090. I have spent 73,090 minutes—that's over 1,290 hours, or 129 working days of 10 hours each—in doing something that has proved to be absolutely usedess. And I haven't allowed anything for leap years. Perhaps I have been taken away from home enough nights to make up for that. Four solid months thrown away! And never a burglar. If one wanted to get in, he'd do it any way. Does it seem likely that the one night in 7,390 when I miss locking things up is to be the one night that some burglar is going to select for robbing this house? Hardly, I'll run my chances of it, anyway.

And he went to sleep.

Ing to select for robbling this house? Hardly, I'll run my chances of it, anyway.

And he went to sleep.
The night sped away.

And he went to sleep.
The night sped away.

No sound disturbed the peaceful slumbers of Mr. Greenup.

Until 5 o'clock a. m.

Then the alarm clock aroused him.
Intent only on dressing in a hurry, attending to the furnace, rousing the kitchen girl to the necessity of having a cup of hot coffee for Aunt Penclope at 6:30, and forgetting al about his reflections and computations of a few hours before, he hastened down stater.

Then the recollection of his wilful negligence, his indolent calculations of chances, came upon him with a rush.

The air of the rooms seemed somehow different. Heatily he lighted the gas and looked about him. He sawhend in the same and looked about him. He sawhend heat are stated to the contered.

Ah, no!

With a feeling akin to sorrow the narrator admits it. Fact is stranger than decling, and when reinforced by an

narrator admits it. Fact is stranger than fieldon, and when reinforced by an overwhelming array of figures it would be madness to fly in the face of it with the trumped-up story of a burglary that had only one chance in 7,300 of taking place.

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RIOS AND THE QUEEN REGENT.

Their Reported Lengthy and Fre quent Consultations Have set all

Spain A-Wondering. The lengthy and frequently occurring consultations which recently have been attributed to the queen regent of Spain



and Senor Montero Rics are causing much speculation as to the forming of a new cabinet under the senor's leader-

HOBSON DEFENDED.

His Brother Naval Officers Take a

Charitable View of his Antics. New York Press: Naval officers who have been proud of Lieutenant son's record and daring, regret the silly exhibition which he has made of bimself in the west, but they are disposed to take a a charitable view of the

nimself in the west, but they are disposed to take a a charitable view of the young officer's exploits. It has become known that Hobson's orders to the Philipphies were more for his health than for the requirements of the service. The strains to which Hobson was subjected in the investment of Santiago, the sinking of the Merrimac, his capture, imprisonment, release and subsequent endeavors to raise the sunken vessels of Cervera's feet have been too rapid and cumulative for one mind to stand unshaken.

Hobson has been on the jump, under orders and otherwise, for nine months, and instead of resting at points where his journeys would permit a brief interval of labor, he has of late startled his associates and admirers by embracing hazardous opportunities for speechmaking and other exciting demonstrations that are far from his niture and disposition. This condition of Hobson has made his superiors fear a collapse or breakdown, such as has fallen to the lot of heroes in other wars and campaigns, and it was decided not long since to give to Hobson the benefit of a long ocean yoyage for a complete mental rest.

When Hobson was ordered to Manila

a long ocean voyage for a complete mental rest,
When Hobson was ordered to Manila to report to Admiral Dewey it was with the purpose of taking him away from al activity, as really there is no need for Hobson in the Philippines, Such vessels of Admiral Montejo's fleet as are fit for recovery, have been floated by the engineers and constructors on the spot, and Admiral Dewey has been equal to every mechanical necessity.

ed by the engineers and constructors on the spot, and Admiral Dewey has been equal to every mechanical necessity.

The receptions and laudations given for Hobson on his way to the Pacific coast were not unforseen, but it never was supposed that the usually contained and dignified youth would so far forget himself and his profession as to become hysterical in encouraging the advances of thoughtless girls, carried away by the silly notion of associating themselves in the public eye with a war hero. It is a cause for congratulation among the more thoughtful officers that Hobson has been among the first to realize his mistake. The shock of sever newspaper criticism, it is believed, will do him good, but it is felt that he has been punished too much for his nervous indiscretions.

In mavy circles, it is charitably suggested that Hobson is said to be all right, but he has been known is said to be all right, but he has been keyed to such a high pitch by his experience and the unusual honors showered upon him that it is small wonder he lost his balance for awhile and surrendered to his temptations. It is hoped and expected he will have time to calm down in the reflection which a sad trip of several weeks' duration will give.

Several junior naval officers who have received the thanks of Congress and the adulation of the public for heroic deeds have been ruined physically or mentally, and the friends of Hobson hope his usual good sense will assert itself in time to save him from further criticism. Ha trials have been extra-ordinary, and a suspension of Judgment is asked for Hobson by men who know his

ordinary, and a suspension of judgmen is asked for Hobson by men who know his worth.

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Misguided Man.-"George, I'll have nezs, Clara!" "Well, George, it's all your fault; you said I'd better make cheap Christmas presents this year in-stead of buying them."—Detroit Free Press,

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8:15 8: p. m. 12:15 9:00 9:15

LEAVE WHEELING.

P. m. 4:55 5:13 p. m. 3:55 4:15

THE MONONGAH ROUTE IS THE Special Country of the Monongah Route Is Trille Special Country of the Monongah Route Connections. When traveling to or from Clarksburg or West Virginia and Clarksburg or West Virginia and Clarksburg or West Virginia and Cleveland. Other traites daily except Samilational. Close Continections at Fairment with B. & O. trains, and at Clarksburg with B. & O. trains, and at Clarksburg with B. & O. and W., V. & P. trains, Ticked and Consult agents for general information at the strong of the Monongah Route Consult agents for general information at the set routes and passenger rates to all points.

M. G. CARREL G. P. A.

RAILWAY TIME CARD.

RAILWAY HAVE CAND.

Arrival and departure of trains on and after November in, 1888. Philanalion of Reference Marks; 'Daily Report Saturday, 'Daily, except Saturday, 'Daily, except Saturday, 'Daily, except Monday, 'Sundays only, 'Eastern Standard Time.

Depart, R. & C. Main Line East Afrive, 'Daylor, 'Eastern Standard Time.

Depart, R. & C. Main Line East Afrive, '1273 am wash, 'Bal, 'Phil. 'Y' '1273 am '1200 am . Cumberland Accom. '1200 am . Cumberland Accom. '1200 am . (Eastern Charles) and '1200 am . (Sunday Charles) am '1200 am . Washington City Ex. (1800 pm . (1800 pm . Grafton Accom. '1200 am . (1800 pm Depart, B. & O. - W. P. B. Du S. S. am For Pittsburgh 5:13 am Puttsburgh 15:20 pm Pittsburgh and East 1:10 pm Pittsburgh and East Pittsburgh and East Depart.
Bellaire.
19:10 ann Mail, Express and Passenger
19:00 pm Express and Passenger
19:25 pm Mixed Freight and Pass
19:21 pm



For Baltimore, Philadelphia and New ork, 12:25 and 10:50 a. m. and 4:55 p. m. imberland Accommodation, 7:00 a. m.

Cumberland Accommodation, 7:39 a. m. daily, excent Sunday.
Grafton Accommodation, 4:15 p. m. daily,
Grafton Accommodation, 4:15 p. m. daily,
Hillity E.
From New York, Philadelphia and Baltimore, 8:29 a. m. daily,
Washington Express, 1:29 p. m. daily,
Cumberland Accommodation, 1:59 p. m.,
except Sunday,
Grafton Accommodation, 19:29 a. m.
daily,
TRANS-OHIO DIVISION.

For Columbus and Chicago, 7:55 a. m. and 3:15 p. m. daily,
Columbus and Cincinnati Express, 19:29 a. m. daily,
Columbus and Cincinnati Express, 19:29 a. m. daily, 11:40 p. m. daily, except Saturday, and 2:60 a. m., Sunday only.
St. Chicago Express, 1:15 a. m. and 11:40 a. m. daily, except Sunday,
ARRIVE.
Chicago Express, 1:15 a. m. and 11:40 a. m. daily,
Cincinnati Express, 5:29 a. m. and 5:15 p. m. daily,
m. m. daily.

Chicago Express, 1:15 s. m. and 1:40 a. m. daily.
Cincinnati Express, 5:29 a. m. and 5:15 p. m. daily.
Sandusky Mail, 5:15 p. m. daily.
St. Chicrwille Accommedation. 11:40 a. m. and 5:15 p. m. daily, except Sunday.
WHEELING & PITTSBURGH IDIV.
For Pittsburgh, 5:55, 7:15 a. m. and 2:40 p. m. and 5:29 p. m. daily.
For Pittsburgh and the East, 5:25 a. m., 2:40 p. m. and 5:29 p. m. daily.
From Pittsburgh 10:25 a. m., 11:10 a. m., 6:25 p. r. daily. 11:40 p. m. except Saturday, and 3:20 p. m. Sunday only.
Passenger and Teket Assent, Wheeling, W. M. GREENE, D. B. MARTIN, General Manager.

Manager Passenger Traffic,
Ballimore.

Manager Passen-ger Traffic,

OHIO RIYER
RAILROAD CO.
Time Table in Effect
June 26, 1835. Eastern time.
*Daily. (Daily Except Sunday.

South Bound. | *7 | 11 | *3 | *5

Vis. P.C.C.C.SSt.L.R.
Pittsburgh, Pa...Lv | Cin. | 2:10 | 12:45

Pant Pittsburgh, Pa...Lv | Cin. | 2:10 | 12:45

11:35 3:25 6:21 Point Pleasant. 12:33 *2:3) 3:27 3:45 p. m. p. m. Kenova Ar Via C. & O. Ry. I.v. Kenova Bib Lexington, Ky. Ar Lexington, Ky. Ar Sill John J. Archer, G. P. A.

Cleveland, Lorain & Wheeling GAILWAY COMPANY.

Schedule in Effect November 13, 1593. Central Standard Time. ARRIVE

Main Line. Main Line.
Cieveland
Brooklyn
Lester
Medina
Sevilio
Sterling
Warwick
Canal Fution
Magrillon
Justua

Mein Line
Reliaire
itridecport
Ultrichsville
New Philadeiphia
Canal Dover
Justus
Massillon
Canal Fulton
Warwick
Sterling
Sevillo
Medina
Lester
Hrooklyu Mein Line. 6:50 6:65 12:45 8:10 2:45 8:28 5:86 8:31 0:19 9:67 0:59 9:22 3:46 9:49 4:56 9:49 4:56 9:49 4:57